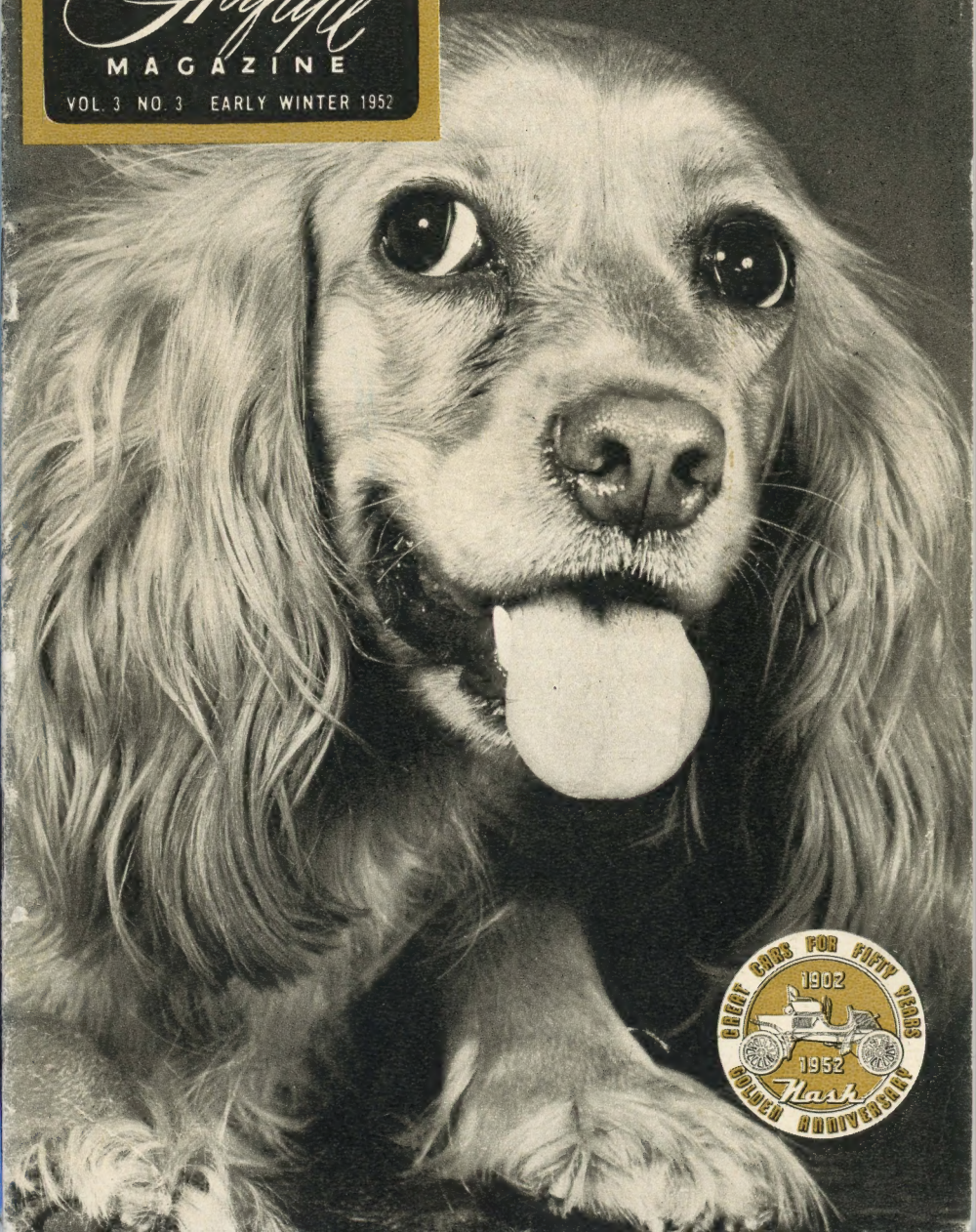
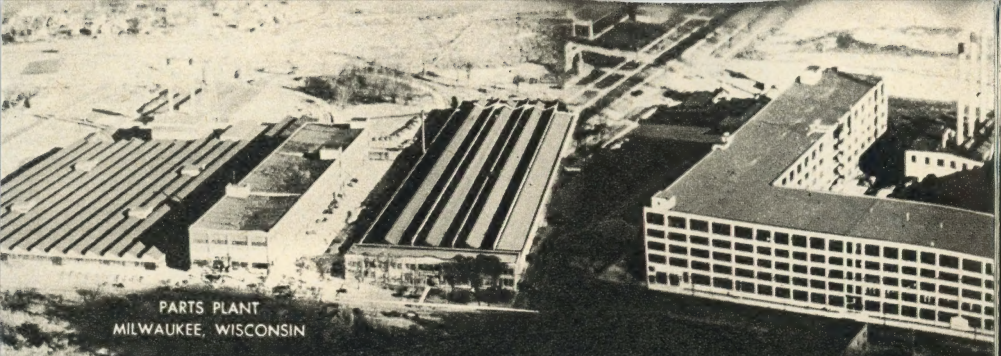


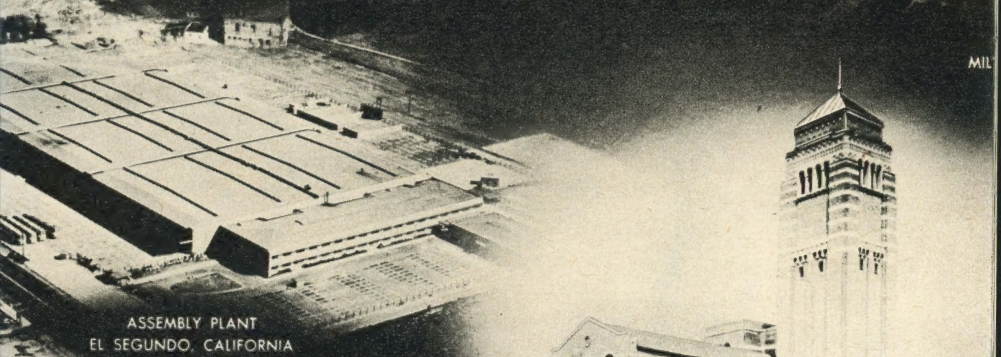
Flash *Highlyte* MAGAZINE

VOL. 3 NO. 3 EARLY WINTER 1952






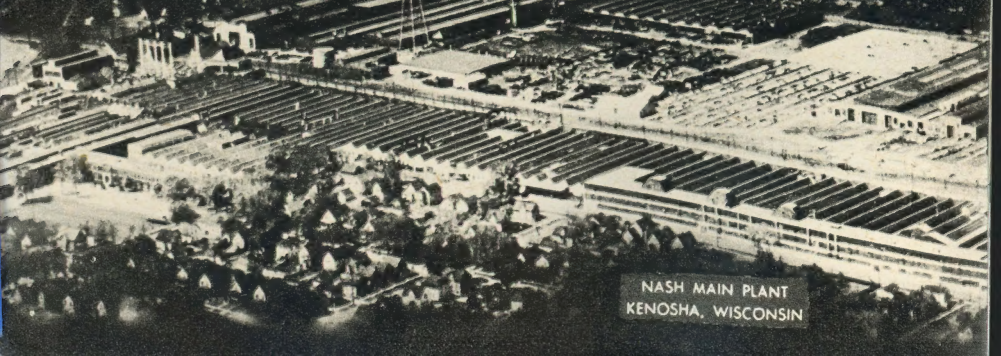
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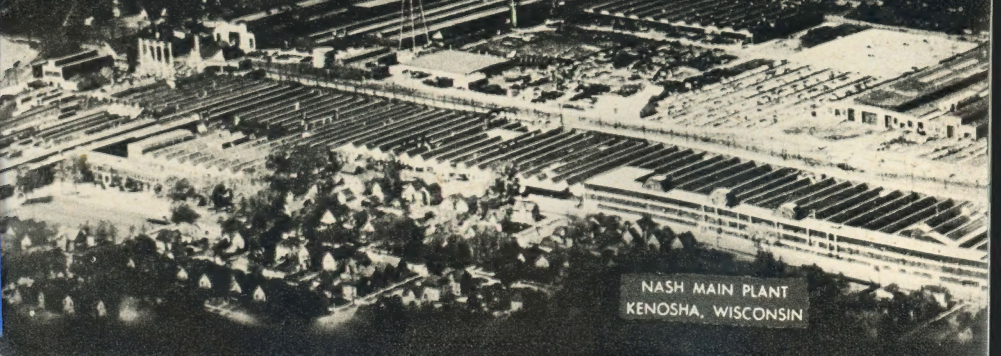
ASSEMBLY PLANT
EL SEGUNDO, CALIFORNIA



PROVING GROUNDS
BURLINGTON, WISCONSIN



ADMINISTRATION BUILDING
DETROIT, MICHIGAN



NASH MAIN PLANT
KENOSHA, WISCONSIN



Editorial Offices

431 Howard St., Detroit 31, Mich.

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With the turn of the calendar to 1952, Nash Motors begins its 50th year as an automobile manufacturer—proud of its tradition as one of the industry's earliest pioneers. Nash starts its Golden Anniversary Year backed by a splendid organization, proved management, modern production facilities and the universal acceptance of its products by the public . . . Back in 1902, the first Rambler made its appearance. By 1907, Rambler cars had a national reputation and were winning many of the endurance races so popular in those days. In 1902, the Rambler factory turned out 1,500 cars. Today, five spacious and modern plants produce the popular Airflyte line—Ambassador, Statesman and Rambler.

"I was at Westminster"

That's What Thousands Of Dog Owners Dream Of Saying
As The 76th Westminster Kennel Club Show Approaches

by JACK BAIRD

Past President, Dog Writers Association



Kennel Club Show entries range from 200-pound St. Bernards on down to such small dogs as this Pomeranian that weighs 1 pound, 12 ounces



One of the most lovable dog breeds is the spaniel
—a show favorite

Dogs, handlers, judges, owners and spectators crowd the floor of New York's Madison Square Garden when the Westminster Kennel Club Dog Show gets under way



Back in 1876 a group of sportsmen held the first dog show of the Westminster Kennel Club, little dreaming that they were launching what was to become the most important and the longest-lived dog show in all the world.

Westminster has survived three wars, and is the only dog event never postponed or cancelled. February 11 and 12 will see its 76th edition in New York's Madison Square Garden, which has grown too small for the event. Westminster is the second oldest continuous-running sports feature in America, antedated only one year by the Kentucky Derby.

In fact, Westminster is to the world of the purebred dog what the Kentucky Derby is to the thoroughbred horse sport. It is the show that everyone wants to win above all else in their sphere. It's the show that contestants in hundreds of shows from coast to coast dream of having a dog good enough to get a blue ribbon in a class.

And, it takes a blue ribbon to enter your dog in a show at Madison Square Garden, unless you have a promising puppy from six to 12 months of age. Any licensed or member club show in the United States or Canada may qualify a dog for the Garden, if it wins a class or better. But the greatest star of the European shows may not be entered until it has acquired an American ribbon of blue.

This rule was put into effect some years back to help hold the entry down to the Garden's easy handling limits of 2500 dogs, where, were there no barrier, better than 5000 dogs would clamor for the chance to prove their worth. So much do folks wish to be in, that the 2500

limit is usually reached five weeks before the show.

Would you like to know from whence came the 2522 dogs that made up the 1951 entry? (They take all entries that come in the same mail with dog No. 2500.) Well, they came in from nearly every state of the union and from most of the provinces of Canada, all bent on being able to say, "I was at Westminster," but more desirous of being able to boast of at least a blue ribbon in a show where even a fourth ribbon has more prestige than best of breed in a cross-roads show.

Did you know that there are 112 breeds recognized as purebreds by the American Kennel Club, representing just about every national origin in the world and carrying every degree of utility that could be dreamed of by their respective breeders? Well, the 1951 Westminster brought in 85 of these breeds or varieties, and from indications the 1952 show will unveil to the public no less than 90 breeds.

You might ask how these dogs get to Madison Square Garden for the Westminster show. By far the largest share come in the cars or station wagons of their owners or the professional handlers the well-

(continued on page 6)



This Boxer was judged best in show at the Club's 73rd event. His owners, Mr. and Mrs. John Phelps Wagner of Milwaukee, are at the left



First step in this champion's beauty treatment is a hair cut

(continued from page 5)

to-do hire to show their prides. In some instances, folks from a distance make up a car caravan to the show, while others ship in their dogs by rail ahead of time and have handlers condition the dogs for the gruelling grind.

Do you like to make your own comparisons of dogs and breeds, to see them close at hand and hear their barks? Then hie yourself to the basement of Madison Square Garden where the 2500-plus dogs are benched, each in their individual stalls. There you will find two-pound Chihuahuas, which originated in Mexico, and on up the scale to 200-pound St. Bernards, with Switzerland as their background.

When you have had a fill of wandering through the many aisles of the

basement, go to the main floor and see the expert judges sort out their dogs and see if you agree. You will be watching the major leaguers of dogdom, for this is the virtual world series of the show sport, where the cream of the more than 22 million dogs of the nation vie for ribbons, money, trophies and prestige that is worth more than the great prize values to be offered.


When you look over the array, you will be seeing dogs whose owners paid more than \$16,000 for entry fees, to compete for awards worth much more. (This is one of the few shows where returns are greater than fees paid.) You will be seeing dogs that at a conservative estimate are worth about \$875,000, but if you tried to buy most of them, you'd find their owners would say, "Not for sale." There are some things beyond price, even though you will be looking down on dogs that sold for possibly \$5,000, and there are records of prizes to \$10,000.

If you love a good dog, nothing can beat looking over the Westminster Show with its 16 judging rings on the main floor and its 2500 dogs benched in the basement, and if you have a good dog, nothing can beat the thrill of competing in the world's oldest, richest and most important dog event.

Key dates assigned by the American Kennel Club after Westminster include:

- February 22-23, Eastern Dog Club at Boston.
- March 1-2, Detroit Kennel Club at Detroit.
- March 16, National Capital Kennel Club at Washington.
- March 29-30, International Kennel Club of Chicago.
- April 6, Mississippi Valley Kennel Club at St. Louis.
- May 24, Morris and Essex Kennel Club at Madison, N.J.

Other key cities will have major shows spaced in between these events on dates not yet approved by the American Kennel Club, with California staging some of the nation's top 10 events from June to September.



Mississippi Valley's.....OLD SPANISH FORT

by AUTRY D. GREER

"The oldest building in the Mississippi Valley."

That's the claim made for the 234-year-old Spanish Fort in Pascagoula, Miss., a quaint structure that was authentically restored last year.

The claim, made by Gulf Coast historians who "challenge all other sections of the nation to show us an older building" in the Mississippi Valley, establishes the fort as having been built prior to any extant structure in nearby historic Mobile or New Orleans.

Built in 1718 by Sieur Joseph de la Pointe, an admiral in the French Fleet of Bienville, the fort was later occupied by the Spanish and today is known as "Old Spanish Fort."

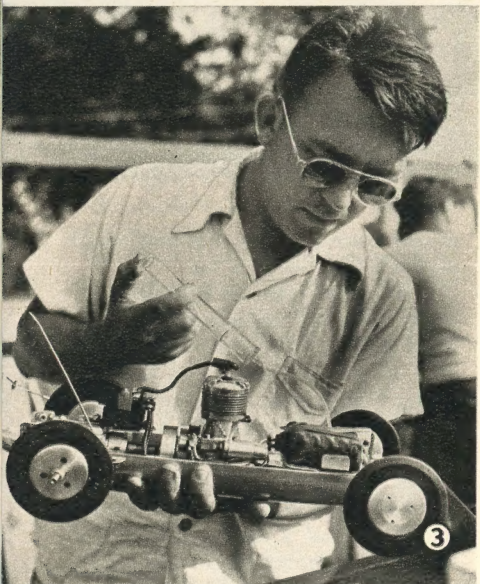
The old building later was acquired by Baron Krebs, upon his arrival from Germany. The Baron married a daughter of de la Pointe and came into possession of extensive lands surrounding the fort. For many years he was a large planter,

raising cotton, indigo, rice and other products with slave labor.

The visitor who sees Spanish Fort today gets an authentic flavor of what it must have been during the time of Baron Krebs. The Jackson County Historical Society, responsible for the restoration, has furnished the building with interesting antiques, including ancient muskets, a tattered slave whip, powder horns, hunting horns, a crude wooden rice husker, a spinning wheel and many other items used during the early history of the fort.

The building, facing on Krebs Lake, has three rooms, one large one in the center and two smaller ones on the ends. All rooms have attractive, efficient old fireplaces with elevated hearths.

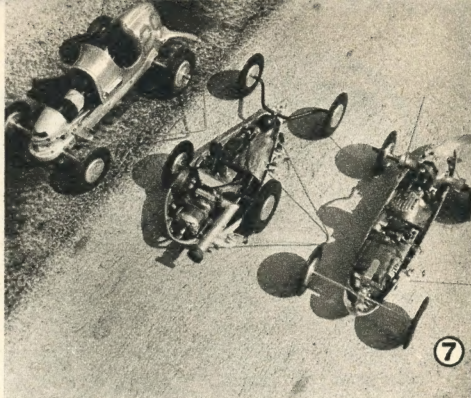
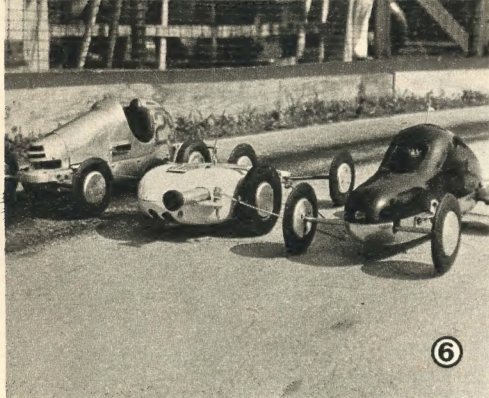
Its walls, nearly a foot thick, are constructed of oyster shells, moss and sand. To lend an adhesive quality to the wall mixture, some authorities claim raw oyster juice was used.



MINIATURE

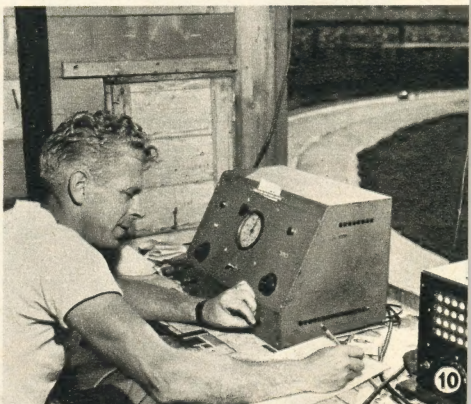
Miniature auto racing is a hobby that provides recreation across the nation for the mechanically-minded. Businessmen, professional people and stars of screen and radio are among those attracted to the fascinating hobby. Comedian Eddie Rochester and Bill Stern, radio sports commentator, are among the enthusiasts. Race lengths vary from one-fourth to one-half mile, or 6 to 12 laps, with several preliminary warming-up laps, on the 220-foot track. The miniature models weigh about six pounds and have an average length of 18 inches, although rules allow for a full 21 inches with about a nine-inch span from hub to hub. Record speed is about 114 miles per hour, with an average of 90 to 110. Arriving at the track, Howard Frank removes racer from a specially-built tool box (1). Eddie Rochester





SPEED DEMONS

(2) adjusts the gas flow of carburetor in his entry. By means of a medical measuring instrument, Phil Eberhard (3) adds the required part of castor oil to the alcohol already in the tank. Edward Fitzgerald (4) primes his motor to assure prompt reaction when the racer gets on track. Getting a close view of one of the models is a young spectator (5), who shows his deep absorption. Completely-assembled models such as these (6) are used in the races. Without covers (7), the built-to-scale models look like this. A racer is attached to cable (8) in center of track and is directed along the circumference of the course. Racer builders give their cars an initial start about 15 to 20 feet up the track (9). Careful records are kept at the track (10). Apparatus at right is automatically set by dial for number of laps.



HOBBY STARTS BARKMANS IN BUSINESS

People with a sweet tooth—and particularly lovers of maple sugar—are getting to know Somerset County in Pennsylvania as a growing producer of maple syrup and sugar.

And the man generally credited with doing most to help win this reputation for that maple-producing area is Sheldon Barkman.

Barkman got interested 20 years ago in advertising Somerset County's maple industry. He and his wife bought about 20 gallons of top-quality maple syrup and made it into good old-fashioned maple syrup cakes. They took the cakes to a large store in Pittsburgh where they sold like the proverbial hotcakes.

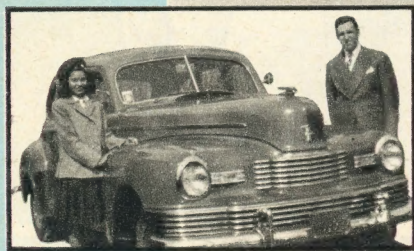
The Barkmans realized there was a big demand for good, pure maple products, and that realization started

them in their hobby that has now become a big business.

Barkman investigates all the major sugar camps in Somerset County to learn whether their products are processed properly for turning out the top-quality goods that he demands for marketing. The syrup, sugarcakes and crumb sugar are brought to Somerset where the products are tested, packaged and labeled under the Barkman guarantee.

"We use our Nash Ambassador for gathering syrup from the camps, many of which are on mud roads," Barkman says.

"The economy in operation is quite a factor when in use every day," he says. "Our Ambassador is easy to handle, has plenty of power and gives smooth riding."



who's
AMONG
Nash
OWNERS
who





GREEN LANTERN TEA ROOM . . . Chatham, Va.

The Green Lantern Tea Room, Chatham, Va., was opened to the public in the spring of 1950. It is owned and operated by Mr. and Mrs. Frank King, who for seven years prior to this venture operated the Danville Country Club Inn.

It was Mrs. Mary King who decided to use her savings and launch her family in business.

On Route 29, two miles south of Chatham and 15 miles north of Danville, Mrs. King found an eight-acre wooded tract—just what she wanted for the first-class restaurant she planned to build.

Thumbing through a magazine, she came across a picture of a ranch-type home with a corner wing. And, beginning with the sketch, she rapidly drew her own plans for a long ranch house with the corner wing at one end for a private dining room, the mid-section for the banquet hall and an added wing at the south end for the kitchen.

One by one her ideas took form and, as the building neared completion, the grounds, too, began to take on the look of a country estate.

The Green Lantern is equipped to serve about 150 guests for dinner or breakfast. Guests enjoy the log fire in the big fireplace in winter and the breeze through the open windows in warmer weather. The furniture is all maple; and the color scheme is a warm blend of red, green and yellow. The sideboard cupboards hold an interesting collection of hand-painted plates.

The menu features filet mignon and T-bone steaks. Regular patrons always order the frozen cream salad, for which there are many recipe requests. Mrs. King is very generous with her recipes, but customers seldom care to use the large amounts the recipes specify.

Eventually, a gift shop will be added on the wing that now houses the attractive pine-paneled kitchen.

WOODEN WHEELS

A vanishing industry?

by WALTER RUDOLPH



Millions of rubber-tired automobiles are rolling on our roads today—and we hardly give a thought to the wooden wheel. Time was, however, when scores of factories manufactured hundreds of thousands of wooden wheels, and they figured very importantly in the American way of life.

Well, a few factories still turn out wooden wheels, thousands of them annually, with machinery that is unique and aged, hardly replaceable. One of the most venerable and famous of these plants, Hoopes Brothers and Darlington, is at West Chester, Pa., where U.S. 322, 202 and other highways crisscross.

Production of the wooden wheels is virtually a science, as carefully nurtured and cared for as the old machinery itself that turns them out for national and, yes, international markets. Proper aging and selection of wood, for good resiliency, durability; fixing of spokes with good strong adhesive—and careful treatment with preservatives, or finishing materials. And of course that

steel rim, on some wheels, must be shrunk on tight, just right, for long dependable service.

Who uses wooden wheels?

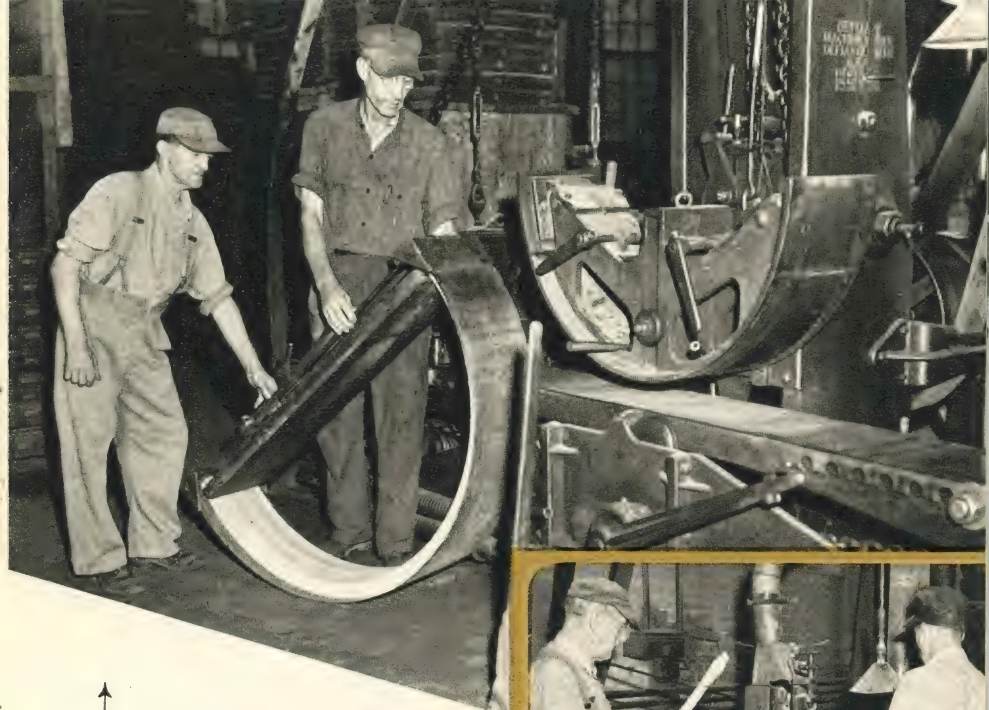
Glance around any train station. You'll probably see them on those express carts, pushed here and there by workers, or hauled in long lines by a "jitney" or small electric or gasoline truck.

In New York City and other large metropolitan centers, "white wings" or sanitary maintenance workers use wooden-wheeled carts to keep rubbish off the busy streets.

One of the most colorful sects or groups in the country, the Amish Dutch, also are one of the biggest consumers of wooden wheels. They use them for their carts and farm vehicles. They don't believe in owning automobiles and many other modern devices.

You'll still find a lot of wooden wheels used on milk wagons and other farm equipment. The old wooden-spoked wheel, farmers can tell you, is really rugged and still stands up well—perhaps even better

(continued on page 14)



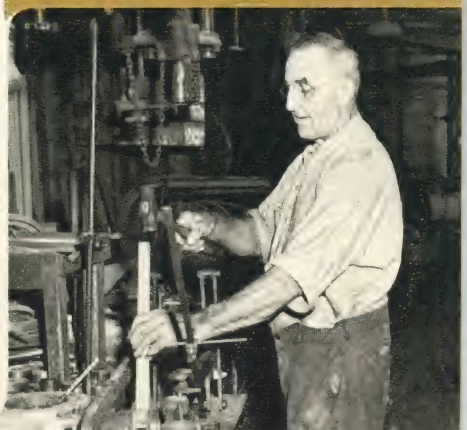
↑
Wheel rim pieces are steam-softened, "strapped" up and bent to shape in this unique machine (right). Elm saplings make good rims and hubs

★

→
Spokes are lathe-turned and ends cut to shape on another special machine. This Pennsylvania factory uses some 500,000 board feet of hardwoods a year

★

→
Worker forces spokes into place after dipping hub-joint end into water-resistant glue. Spoked hubs (right) stand ready for next operation



Malleable iron "cup" is screwed around the hub (for strengthening) and to the hub joints. This additional precaution assures longevity

than some rubber-capped wheels—on rough, rutty country roads.

Some factories, as modern as a minute and using steel by the ton for today's "iron age" products, still use wooden-wheeled carts. They do the job satisfactorily, and what more can you ask?

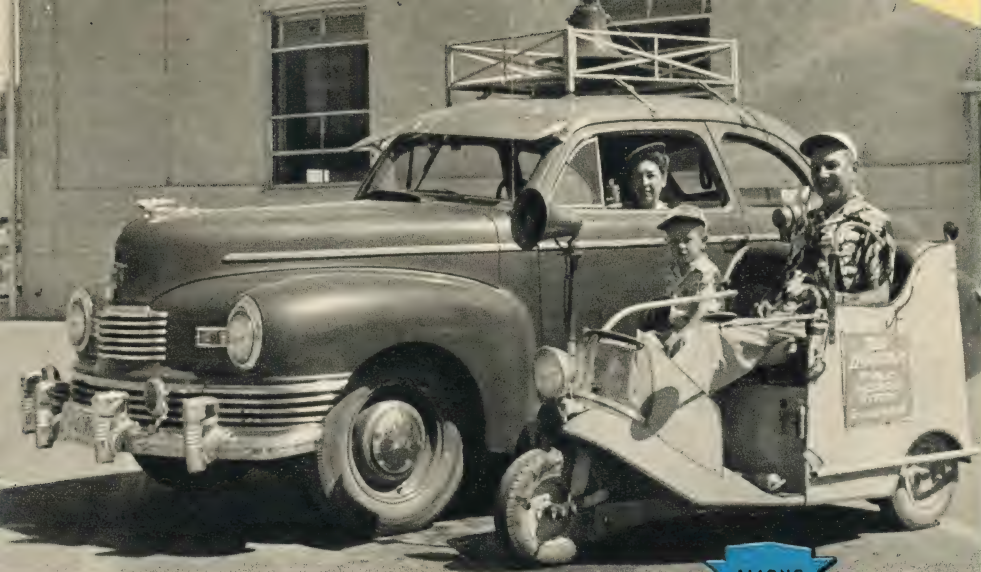
Wooden wheels also are used by architects and builders who want to lend an "antique air" to a chandelier, or provide wooden wheel gates or fencing around the house.

Vanishing industry? The wooden wheel could outlast the steel!

On the rimming machine, spoked hubs join rim sections drilled to receive spoke ends. Completed wooden wheels are stacked in the background

Water-repelling oil is wiped into wood by hand. Most workers are venerable craftsmen. "Blacksmith shop" welds steel rims into place





who's **AMONG Nash OWNERS** who

Ted Holstrom—a Man of Courage

Ted Holstrom, who is practically a helpless cripple from arthritis, makes a good part of a living for his family of three with his mobile public address service on the streets of Albuquerque, N. Mex.

He started out with a three-wheeled Autoette, then worked up into large cars. After trying several makes of sedan, he picked up a used Nash with 50,000 miles on it. Mr. Holstrom regards this as the luckiest discovery he ever made, next to finding out that though his body was crippled he could make a living with his voice.

An ex-cavalryman, Mr. Holstrom thought about the public address business while flat on his back. He was encouraged by his friends.

He first acquired the Autoette, rigged it up for his amplifying ap-

paratus and proved his idea.

The City of Albuquerque gave him the only blanket permission to broadcast on the streets that it has granted.

Mr. Holstrom's condition grew worse and he was unable to operate his Autoette. But he continues his work in his Nash with Mrs. Holstrom or a hired driver acting as his chauffeur.

"I just couldn't make money without my car," he says.

"Five dollars an hour is about as much as I can get for street broadcasting. This requires slow driving and stops at streets corners with the motor running.

"I was getting as little as seven and one-half miles per gallon until I changed to the Nash. Now I get 25 miles per gallon, and it makes a great difference in my profits."



WHICH ED ZERN

To several hundred thousand readers of his books, Ed Zern is known as the author of such humorous volumes as *To Hell With Fishing*, *How To Tell Fish From Fishermen* and *How To Catch Fishermen*—the latter recently published, and well on its

way to best-sellerdom. All the books—which, except for THWF, are illustrated with the author's own cartoons—poke good-natured and often hilarious fun at the foibles of hunters and fishermen. And America's sportsmen love it—in part, because they recognize, beneath the humor, Zern's own deep love for the outdoors, and his concern for sound conservation.

But to several millions of readers of *Field & Stream*, *Outdoor Life*, *Sports Afield* and *True Magazine*, Ed Zern is known as the author and illustrator of a three-year-old series of Nash Airflyte advertisements—signed by him, and characterized by the same off-balance humor that makes his books so successful.

Readership surveys show that this series of Airflyte ads is one of the best-read features in each of the four magazines—and letters praising the series have come to Nash from such far-off spots as Bombay, Berlin, Yokahama, Manila and Sydney.

Zern knows whereof he writes, for he drives a Nash Ambassador Airflyte on his hunting and fishing expeditions, sleeps in the Twin Beds when there's no inn or camp handy to his hunting or fishing spot, and is thoroughly "sold" on the many special-for-sportsmen features of the Airflyte.



To demonstrate the size of the Airflyte luggage compartment—an important consideration for sportsmen—Zern (at right) and a friend sit comfortably inside the compartment and hold a discussion on duck decoys. (Another version of this same photo was used in a Zern-written Nash ad headed "There ain't nobody in here but us luggage.")



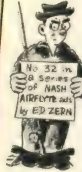
SNook STORY

No. 35 in
a series of
NASH
ads by
ED ZERN

[illegible]

THERE AIN'T NOBODY IN
HERE BUT US LUGABOE

MUSKY FISHERMAN MAROONED!

[illegible][illegible][illegible]

These are 17 Lincoln Continental models, in these great poses: The Ambassador, The Business and the Rambler.

TLERS
AY!!

HOW TO M

[illegible][illegible]

DUCK-HUNTER
DUNKED!!!

[illegible]

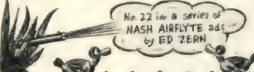
MARS
BARS
CARS!



Over the past few weeks, I have been reading a lot of books about the Holocaust. I have been reading about the lives of the people who were killed, and about the lives of the people who survived. I have been reading about the lives of the people who were killed, and about the lives of the people who survived. I have been reading about the lives of the people who were killed, and about the lives of the people who survived.

WELL! SO THAT'S WHAT THOSE GUYS WERE WHITTIN'! NOT REALISTIC ENUFF FOR ME, THO. NOW IF IT HAD A WEATHER EYE CONDITIONED AIR SYSTEM, ALL-WELDED AIRFLYTE CONSTRUCTION, AN AIRLINER RECLINING SEAT, TWIN BEDS, BATHROOM, COIL SPRINGS, ALL THOSE NIFTY FEATURES. REAL THING, I MIGHT GO FOR IT IF I'M TEMPTED TO GRAB IT. IF I COULDN'T BUYT THAT WHILE THEY HADLED ME, I'D BE AN AIRFLYTE RIDER!

TEAL TALE!

[illegible]

of NASH AIRFYTE ads by Ed Z...

BLE FOR FAMILY MEN



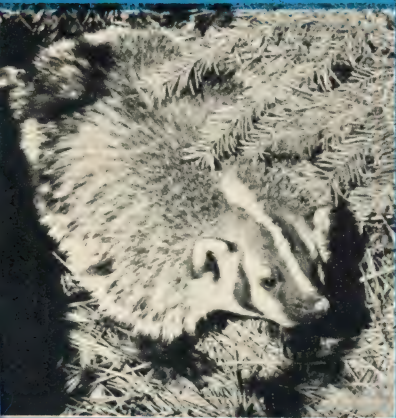
IN CONCORDY PLM Book Administration ES OF A.P. B., Bureau ES TO A.P. by Sender PLM OF B. North Carolina

This tame raccoon was being used
to train hunting dogs



Wildlife Pictures

THE EASY WAY



Two assistants helped surround this
badger to keep it from running off
long enough for the picture

by JOE VAN WORMER

Someone once said, "Pictures are where you find them."

This is especially applicable to wildlife pictures. Many photographers find them the hard way. They go into the area where the desired subject matter is available and, with blinds, set cameras, booby traps, bait and what-have-you. After a week or two, they have the picture—maybe.



There were 1,000 people—within a few yards of these ducks, but the right camera angle eliminated them all. Rolleiflex, 1/100 at f16

My system is exactly the opposite. Actually, it is no system at all. I make it a practice always to be ready for a wildlife picture when one comes along. And come along they do.

Several years ago, I was driving through the foothills of the eastern slope of the Cascade Mountains in central Oregon. It was a gray, cloudy day. A light mist was falling

and the entire countryside looked grim. It definitely wasn't a day for pictures. A crowd of men and dogs by the side of the road attracted my attention, and I stopped to see what was up. They had a tame raccoon with which they were training the dogs. They led the 'coon on a chain through the woods for some distance and let the dogs follow the trail. The 'coon, of course, would be safely up in a tree.

I persuaded them to place the animal in a smaller tree, without



The author spent a half-hour and two-bits worth of peanuts getting this semi-tame gray squirrel into a spot similar to his natural habitat

the collar and chain, so I could get a picture. It took only a moment and one flash bulb to get another wildlife photograph.

Nearly all of the considerable number of similar pictures in my files were obtained in this manner. That is, by being ready and alert to the possibilities when they arose.

Realizing how many opportunities

for wildlife pictures one has, I make it a practice always to carry two cameras on the car seat beside me ready to be used at a moment's notice. One is a 4 x 5 Graflex with a 15-inch telephoto and the other a Rolleiflex. Both are set for existing light conditions.

It's not enough just to have cameras ready, however. One must be prepared for instant action, for frequently these fleeting opportunities are just that—fleeting.

For example there was a time when three of us were traveling a forest road in central Oregon, en route to a reputedly hot fishing spot. My mind was revolving about the picture possibilities of the fishing expedition and wildlife was crowded into the background. We topped a small rise and surprised a half-grown badger industriously digging in the middle of the road. For a moment the badger was too surprised to move, then it took off into the roadside brush.

I slammed on the brakes and was out of the car, camera in hand, in hot pursuit of the animal before we were completely stopped. My two companions weren't far behind. Some 50 yards away we caught up with our quarry and more or less surrounded it. The animal backed up against the log and defied us all. I wanted a close-up, for they are not large animals, and it was necessary to get within three or four feet. Several times it charged in my direction snapping and hissing but was distracted each time by my helpers. I hurriedly made several exposures, and then we watched it waddle off into the woods still complaining about being disturbed.

(continued on page 20)

There are many picture opportunities in areas where animals or birds have temporarily become tame. In Yellowstone Park many big game animals may be photographed in natural surroundings with ease. Although it seems that a majority of people who visit this and other parks spoil their animal shots by including something in the picture, such as a car or people, to prove that they were actually there.

There may be some complaint that pictures taken under such conditions are not truly wildlife pictures. However, I am perfectly willing to accept a picture of a bear in natural surroundings as a picture of a bear in natural surroundings. I would object if someone tried to palm it off as something more.

In central Oregon, where many of my photographs have been made, there are lots of deer. I have, frequently, made extensive trips into fine deer country and worked hard for pictures. I get a few that way, but the best ones are of tame deer that have been induced to pose in a natural setting.

I have found it to be good practice never to try to get the best picture with the first exposure. In-

stead, get the best picture you can, first; then try for a better one—closer perhaps. Keep working in this manner, until you've exhausted the possibilities. This is hard on the film supply, but fine for the wildlife collection. If one tries to improve the picture set-up before shooting, the bird or animal may get frightened and run away. Then you have no picture at all.

Always try to get your bird or animal against a background that is natural, or, at least, not obviously unnatural. Once on the municipal pier at St. Petersburg, Fla., with a thousand people milling around, I obtained good shots of a rather timid species of duck—the scaup. The birds were congregated there for food being tossed to them by sightseers. It was possible to eliminate everything but the ducks by careful selection of the viewpoint.

Anyone who can take photographs of other subjects is perfectly capable of taking my kind of wildlife pictures. The only secret, if there is any, I've previously disclosed. But, to put it bluntly, in rule-of-thumb form—be ready, be quick and above all don't pass up any opportunities.

1. An Oregon game warden was caring for this three-week-old mule deer fawn. It was moved into natural surroundings for the photograph.

2. It's hard to get a picture of a porcupine showing its face because they will always turn their backs to potential danger. Rolleiflex 1/100 at f16.

3. Portrait of a pelican. Thousands of shots were taken of him, most of which were spoiled because someone wanted to get into the picture too.





These large steamboat models are part of the collection of some 800 models ranging from a tiny Venetian gondola to the Queen Elizabeth

An American Maritime Heritage



by **FREDERICK F HILL**

*All The Lore Of The Sea Is
Gathered Under One Roof
In The Mariners' Museum*

An internationally-recognized museum of maritime history is located near the lower end of the Peninsula in Tidewater Virginia.

More than a million people have enjoyed it and have been fascinated by it. The museum was not founded merely to delight the curiosity of a sightseer. It was founded by its benefactor, Archer Milton Huntington, after many thoughtful years for a plan, educational in concept, to keep America sea-minded.

The motto inscribed on the bronze doors states that the museum is "devoted to the culture of the sea and its tributaries, its conquest by man and its influence on civilization."

The museum, which was founded in 1930, is located about six miles

north of Newport News, on a well-chosen site adjoining the historic James River, near Hampton Roads where ships of peace and war are built. It was Collis Potter Huntington, the great American industrialist and the father of Archer Huntington, who created the great Newport News Shipbuilding and Dry Dock Company.

Their famous vessels AMERICA, UNITED STATES, the largest American liner, the mighty carriers MIDWAY and CORAL SEA and hundreds of others are known the world over.

From the few exhibits in the museum first opened to the public in 1933 the collections have been incredibly enlarged. Some 800 ship models range from a tiny gold Vene-

(continued on page 22)

(continued from page 21)

tian gondola to a 28-foot representation of the QUEEN ELIZABETH. A number of the larger models were made in the museum's model shop. A pageant of marine history is shown in the models of Fulton's famous little steamboat CLERMONT; the SAVANNAH, which made the first attempt to prove that steam might conquer the oceans; and in the MICHIGAN of 1843, the first iron ship of the U. S. Navy, is recalled the fact iron was then so scarce that the rivet punchings were carefully saved and remelted for part of the machinery. An exquisite scale model of silver and gold of the steamboat COMMONWEALTH of 1855, with working paddles and a walking beam, has a music box that plays eight of the captain's favorite tunes.

An era of the sea and of lofty sailing ships has provided about 80 figureheads. Only in pictures now are seen tall canvassed vessels, which once carried trade abroad. Figureheads, almost nonexistent now, were carried on the bows of vessels in

ancient days as gods to guide and protect the voyagers. In more recent times the carvings often represented famous persons, ship owners or partners or the captain or his wife or daughter. The figureheads lend definite charm and atmosphere to the museum's collection.

Nor is the visitor's interest confined to ship carvings and models. He may view an historically-valuable display of guns and relics salvaged from the British ships sunk at Yorktown in 1781. In the courtyard are 75 full-sized boats from various parts of the world. Two submarines are in the group.

Lighthouses, lightships and other sentinels of the coast in models and in pictures are an important part of the exhibitions. Various kinds of navigation instruments are of interest in their particular field.

Some 9,000 oil paintings, prints and water colors are a pictorial technical record of ships and of harbors of commerce throughout the world. All the great seaports may be seen

Bas relief on the massive bronze doors at the main entrance of the Museum dramatically depicts man's conquest of the sea





in various periods of their growth. This vast collection is divided into ports and harbors, merchant sail and steam vessels, yachts, naval and fishing vessels, and other groups for ready reference.

The library is a fountainhead of information for writers and students. Some 35,000 books, a number dating from the 16th century, 50,000 photographs with data, 4,000 ships' papers and logs, 7,000 charts and maps and some 5,000 postage stamps of maritime designs are incomparably valuable for the study of naval architecture, engineering, navigation and other shipbuilding phases.

All who delight in the history of man's conquest of the seas will long remember the museum. It is easily accessible by all forms of transportation, particularly by car travelling north and south via Route 17. Routes 60 and 168 also are within hailing distance. The museum is open daily and Sunday afternoons, Christmas Day excepted, free of charge.

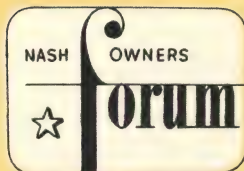
Paintings of early Hudson River steamboats are exhibited in the North Wing of the Mariners' Museum in Newport News



Conquering The Wild, one of several sculptures in the Museum's park



Responsible for the treasures of the sea in the Mariners' Museum is Director Frederick F Hill, who wrote "An American Maritime Heritage" for this issue. An enthusiastic Nash Owner, Mr. Hill says he has been an "owner of four Nashes to date" and found his Nash measured up to demands on a 10,000-mile trip he and Mrs. Hill made to the West Coast.



Should we have TOLL ROADS?

by LEN BARNES

Associate Editor, Auto Club of Michigan's Motor News

"Why can't all roads be as fast and safe as this?" the motorist asked. He was just driving off the Pennsylvania Turnpike, which stretches its smooth, white double four-lane ribbon of concrete over 160 miles of mountains. There are no cars crossing the road in front of one, for there are no intersections at grade. And traffic moving in opposite directions is separated by an impassible center barrier.

"They can," answer some highway engineers, "if we'll just bring back the toll system of financing and building roads."

"Why go back to the horse and buggy method?" queries an Auto

Club president. He and other motorists are impatient at the already heavy tax burden motorists pay for the privilege of driving cars. Nationally it amounts to over five billion dollars per year.

And here the debate starts. Plenty of points can be raised on both sides of the toll road argument. A basic fact both sides agree on is that all motorists are sick of driving on too-narrow, intersection-clogged, poorly-maintained roads that exist today. Everyone wants four-lane, divided, limited access supersafeways—RIGHT NOW.

How to get them is the question. Are toll roads the answer?

RULES OF NASH OWNERS FORUM CONTEST

Here's your chance to make \$50. Nash Owners Forum will pay \$50 for the best letter received on each side of the question: "Should we have toll roads?" Letters should not exceed 200 words and should be written neatly with pen and ink or typewritten. No letters postmarked after March 1 will be considered. All entries become the property of Nash Airflyte Magazine and none will be returned. Address your entry: Nash Owners Forum Editor, 431 Howard Street, Detroit 31, Michigan.

Readers OPPOSE Minimum Speed Law

Mrs. George Miller of Edmonds, Wash., and David L. Hughes of Paterson, N. J., have been declared winners of the best letters entered in the Early Fall Issue NASH OWNERS FORUM on the subject: "Should There Be A Minimum Speed Law?"

To each goes a \$50 check and congratulations. The winning letters are printed below. Forum judges report entries were received from readers in 35 states—all of them good. Pennsylvania readers sent in the most entries, with Illinois, Wisconsin, Ohio, New Jersey, New York and Washington pushing the Keystone State. The letters indicated that readers were nearly two to one against a minimum speed law.

FOR

Why, of course, there should be a minimum speed law—Because:

It would eliminate the slow-poke who permits his car to ramble all over both sides of the road while he day-dreams.

It would change the slow-poke's mind about his rights and privileges by virtue of his possessing a license. No one is licensed to retard progress.

It would encourage drivers to quit the practice of passing on the right, after becoming disgusted by following a slow-poke.

It would help in eliminating rear end collisions and side swipes.

It would keep the blood pressure of most drivers normal instead of its being agitated by a slow-poke.

It's the American way—it's economical, sensible, progressive, modern, thrifty, efficient, time saving and patience saving.

A slow-poke driver should not be licensed to retard the wheels of progress—rule him off the road.

David L. Hughes
Paterson, N. J.

AGAINST

Should there be a minimum speed law? For heaven's sake!!! Can we breathe without asking "how?"

I have been behind slow drivers and know how disgusting it can be when you are trying to make time on a trip, but if I'm in that big a hurry I will start a little sooner. Most cross country highways have enough traffic lanes to take care of all speeds.

We all pay plenty of driver's licenses and car tags—why tell us how fast to go? I have found if you stay in the main line of traffic at a moderate speed that you will very often pull up at a stop light in the next city beside a car that has previously darted around you.

Mrs. George Miller
Edmonds, Wash.





SMILES ALONG THE ROAD

Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

TONSORIALECTOMY

I saw this sign on a Long Beach, Calif., barber shop:

"The Clip Joint."

*Mrs. Thomas P. Hefter
Compton, Calif.*

SLENDER CHANCE

In the window of a reducing salon was this sign:

"What have you got to lose?"

*Mrs. Frank Allender
New Brighton, Pa.*

LATCHSTRING OUT

The welcome sign is always out on this mailbox outside of Abbeville, Ga.

*Mrs. R. Thompson
Stone Mountain,
Georgia*



SCARCITY

This is a sketch of a road sign seen in Niagara, Wis.

*Mrs. H. M. Sloan
Marinette, Wis.*



NOW, THAT'S A
RIGHT NICE
FELLOW



I SIGH FOR YOU!

Card featuring diamonds in a Manhattan jewelry store:

"Try these on for sighs."

*Mrs. S. H. Pruitt
Oglethorpe, Ga.*

EXCEPTION

A night club marquee advises:

"Good clean entertainment —
every night except Monday."

*Pattijo Bartow
Lakeland, Fla.*

HOW'S THAT, AGAIN?

This sign was seen posted on a country road in Western Washington:

"Private Property
No Trespassing
Prosecutors will be violated"

*John W. Bader
Fort Lewis, Wash.*

ENTERING

E. NEW PORTLAND

**OUR TELEPHONE
POLES HIT CARS ONLY
IN SELF DEFENSE**

FAIR ENOUGH

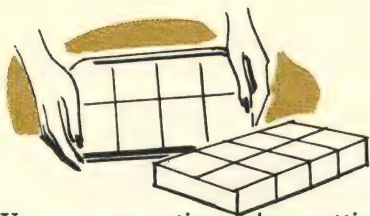
Sketched here is a traffic sign seen at the entrance to East New Portland, Maine.

*Mrs. Charles Sweet
Waterville, Maine*

STOP GAS THIEVES!



The new Nash Key-Type Locking Gas Cap, which locks automatically when in place, gives you that added security. And it is simple to operate. The dust cover snaps into open and closed position. To open—you simply turn the key and the cap lifts off. To close—remove the key and snap the cap back over the filler neck. The cap locks automatically.



You can save time when cutting biscuits by using the metal ice-cube divider from your refrigerator tray. You'll have a whole panful of even squares in one easy operation.

*Mary Bianchi
Gloucester, Mass.*

Melt the used paraffin from the top of homemade jellies and pour it over the bottom and sides of your garbage receptacle to keep it from rusting.

*Lucretia C. Parisi
Mount Vernon, N. Y.*

Helpful FROM

A trick to remove nut meats: Soak the nuts overnight in salt water. The shells will expand and come off easily, leaving the nut meat whole.

*Mrs. Merrill Tillman
New Castle, Ind.*

If you want a package tied extra tight, moisten the string and then tie. As the string dries, it will shrink and tighten.

*Mrs. Marjorie Truitt
Norfolk, Va.*

FOR YOUR LISTENING PLEASURE

Listening pleasure on the highways or in crowded city traffic is assured you when you tune in on your Nash Airflyte Long Distance Radio. It's the ultimate in automobile radio performance—a radio with supersensitive tuning. The things you look for in the finest home sets are built into this new radio. The sharp blasts of the referee's whistle—the crack of the baseball bat—the fullness of a great orchestra. Fully-automatic tuning is provided with five-station push button control. For a new listening thrill—try Nash Airflyte Radio.

Hints

N A S H O W N E R S

Those small holes in your linoleum won't show if they are patched in this manner: Melt a wax crayon the same color as the linoleum, fill holes with it and smooth over.

*Mrs. August Young
St. Louis, Mo.*

Catch-all corners in the garage may be turned into useful cupboards by mounting triangular shelves in those spaces. Those hard-to-clean spots are now neat and functional.

*Henry B. Eggert
Chicago, Ill.*

Take a cue from professional chefs and mix your favorite barbecue sauce with an ordinary paint brush, then paint the sauce onto the meat for a thorough job.

*Mrs. S. D. Lynch
North Hollywood, Calif.*

If you have a favorite way of performing some ordinary household task, or have discovered a short-cut in the performance of some chore, send it along; it may be worth money. Nash Air-flyte Magazine will pay five dollars for each contribution published. Address all contributions to Nash Air-flyte Magazine, 431 Howard Street, Detroit 31, Mich.

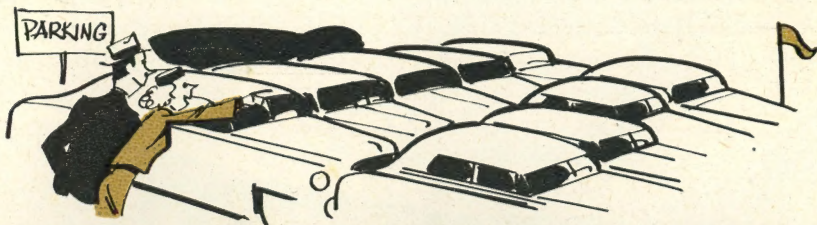
Before starting any dirty housework, dig fingernails into a cake of soap. The soap will rinse out when you wash your hands.

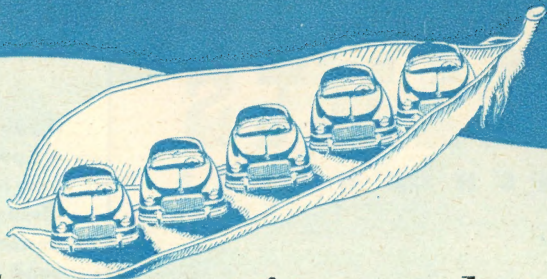
*Mrs. Frank Meyer
Chicago, Ill.*

To pack liquids for a trip, seal the bottle lids with melted candle wax. The bottles will not leak and are easily opened with the fingernail.

*Mrs. Rod McBlain
Grinnell, Iowa*

We save ourselves time and trouble when parking in a strange town, large parking lot or near a crowded recreation area. We tie a small flag or distinctive handkerchief on top of the radio aerial on our Nash and push the aerial up as far as it will go. Our car is easily spotted at a distance and found in a hurry.—*Mrs. Marie Malmen, Grand Rapids, Mich.*





As alike as peas in a pod...
But there **IS** a difference

Thirty-one automobile engineers took turns driving the same car over the same stretch of road — and their average gasoline mileage varied as much as seven miles per gallon!

That's due principally to DIFFERENT DRIVING HABITS!

In checking service records, it is surprising to note the variance in gasoline mileage between cars of the same make and year model. Part of the difference is, of course, the driving habits of the owner — and our service department can not control this factor.

But another important difference is the general condition of the engine — the ignition system — and the *fuel system*.

The average Nash Owner tends to keep his engine well-tuned, for he knows it contributes to economy, better performance and fast starting. However, too few owners realize the importance of the FUEL SYSTEM. The steady, smooth flow of gasoline — and the proper mixture of clean air — are essential to good engine performance and economy.

OUR NASH FUEL SYSTEM CHECK-UP is not an expensive service, and it can mean a world of difference in performance. Next time you're in for service, get the full story of our FUEL SYSTEM CHECK-UP!



How long since you've had a complete fuel system check-up?



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CARBURETOR**

✓ **CLEAN FUEL
LINES**

✓ **SERVICE AIR
CLEANER**

✓ **CLEAN FUEL
PUMP BOWL**

✓ **THROTTLE LINKAGE ADJUSTMENT**



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